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Combat Crew

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DECEMBER 1976

Combat Crew

Magazine of the Strategic Air Command – 27th Year of Publication

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ON OUR COVER

The B-1 is symbolic of SAC's strategic deterrent capability which has in the past, as well as today, given the nation the opportunity to enjoy a peaceful holiday season. From everyone in the SAC Directorate of Safety we wish you a Merry Christmas and a Happy New Year.

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COMMANDER IN CHIEF, SAC

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Deputy Chief of Staff, Operations

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SACRP 127-1 VOL. XXVI. NO. 12 DECEMBER 1976

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AN ACTIVE FORCE FOR PEACE

"That Peace Which Follows Painful Duty Well Perform'd." — ROBERT SOUTHEY

"They Also Serve Who Only Stand and Wait." — JOHN MILTON

I sometimes wonder how many men and women in SAC really feel a sense of personal pride and a high degree of job satisfaction knowing that they directly contribute to the performance of a mission vital to this great nation of ours. I wonder how many truly appreciate the fact that the strength of SAC is the major reason why the people of the world look for means other than armed conflict to solve their differences. It is this strength that has provided the motivation to negotiate arms limitations; and this same strength has enabled us to arrange economic agreements and political treaties without fear of intimidation or coercion.

Strength can be measured in absolute terms, but it is best appreciated when it is considered in a relative sense. It is the relative strength of the United States that provides the strategic balance that exists in the world today. This strength is very real; however, to be effective in a peacetime environment, our strength must be perceived. Indeed, as a part of deterrence, perceptions are most significant — of course, if deterrence should ever fail, then our war-fighting ability would be of prime importance.

Perceptions are truly in the "eyes of the beholder" and will probably be held differently by our opposition, by our Allies, by our own people, and by the third world — but everyone's perception of our strength has to be increased if we continue to demonstrate professionalism and discipline and if we continue to demonstrate will and resolve by doing difficult things. It is difficult to continuously maintain Looking Glass airborne — it is difficult to keep a ready alert force of missiles and aircraft — yet these functions and others like them are the very essence of our deterrence.

Our mission is not a passive one, but it is an active force for peace and this should be known and understood by all of the men and women in the Command. An understanding of the importance of our mission and of the significance of how well we perform should motivate and inspire us to do our best — and by doing our best, we will experience an inner satisfaction and a pride few are privileged to witness and some will never know.

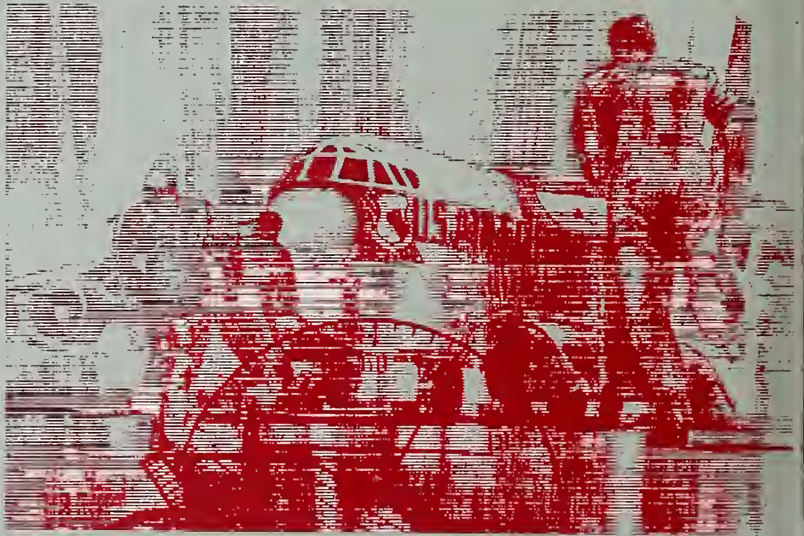
Lt General James M. Keck
SAC Vice Commander in Chief

More importantly, as we progress down the road of arms limitations and limits on quantity are fixed, the emphasis will be on quality. Equal forces quantitatively can be unequal qualitatively, and our relative strength will literally depend on how good we are. We clearly have the potential to be best because our people are the best. Our motivation, our training, and our dedication give us an advantage that cannot be overlooked. Our challenge is to keep the balance in our favor. ★★★

Above left—Gen. Curtis E. LeMay, early leader of the Strategic Air Command, and former Air Force Chief of Staff, is greeted by Lt. Gen. Richard M. Hoban, 8th AF Commander, and Lt. Gen. James Hill.

Above—Capt. Annetta Aldridge, scoring committee member, assists Col. Jerome R. Barnes, 2nd Bomb Wing Commander, in drawing his position number.

Above right—Col. John Shipe, commander, 380th Bomb Wing, draws a sequence number from the Fairchild Trophy.



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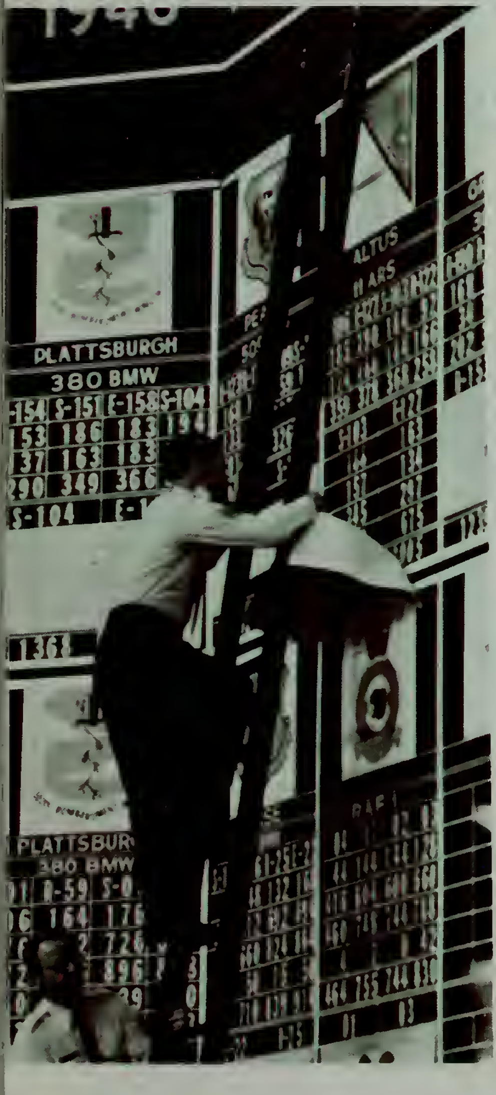
GIANT VOICE



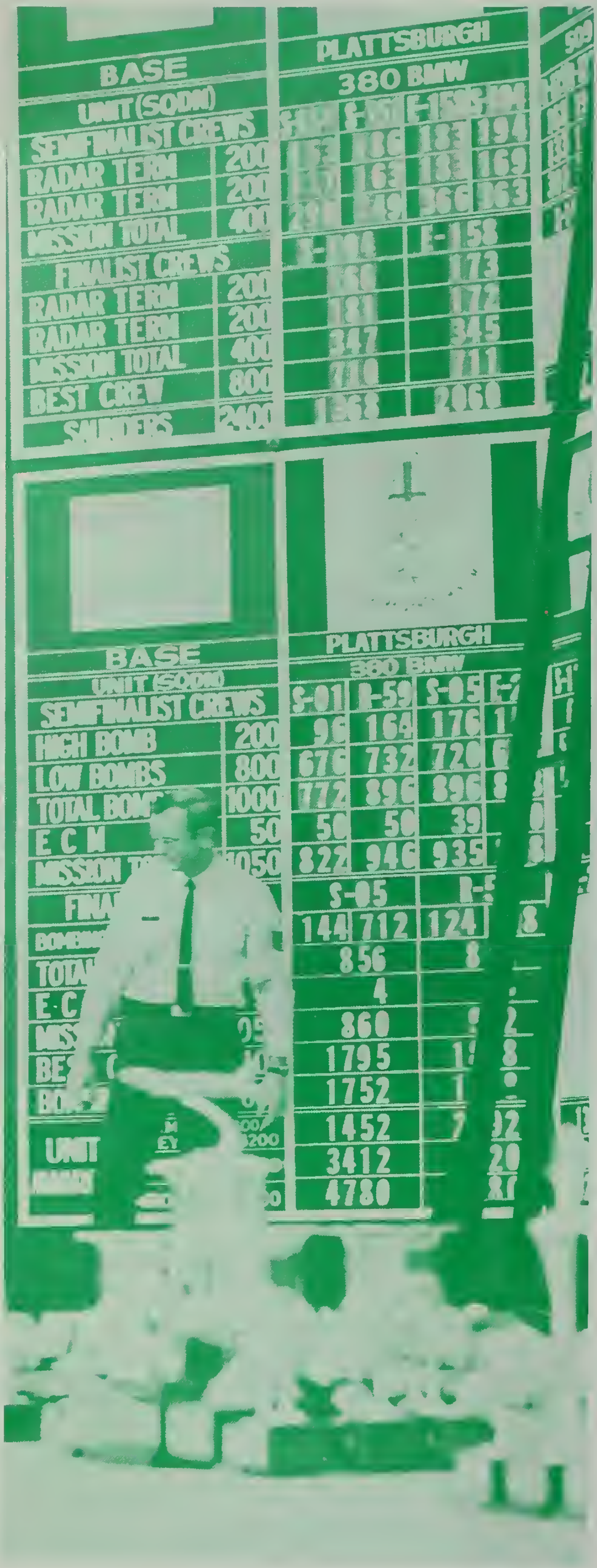
Above—Members of the 380th Bomb Wing from Plattsburgh AFB, won the honor as the best overall bomber and tanker wing at the 1976 Bomb Comp.

Left—The 11ARS, ALTUS AFB scores are revealed.

Lt Col Richard W. Blatter
Editor

In July of this year, SAC crews completed the first missions in the tough three-month competition for the Fairchild Trophy. Through the remainder of July, August, September and into October, the 1976 SAC Bombing and Navigation Competition continued until it was officially closed at the competition symposium at Barksdale on 7 October.

A new feature of the '76 competition was the expanded eligibility of aircrew participation. All



FINAL STANDINGS

FAIRCHILD TROPHY

STND	UNIT	PTS
1.	380BMW	7180
2.	449BMW	6859
3.	2BMW	6682
4.	509BMW	6640

MATHIS TROPHY

STND	UNIT	PTS
1.	7BMW	4960
2.	449BMW	4907
3.	2BMW	4712
4.	5BMW	4688

SAUNDERS TROPHY

STND	UNIT	PTS
1.	92BMW	2144
2.	93BMW	2086
3.	380BMW	2060
4.	384ARW	2007

CRUMM TROPHY

STND	UNIT	PTS
1.	7BMW	656
2.	RAF	560
3.	449BMW	556
4.	2BMW	528

MEYER TROPHY

STND	UNIT	PTS
1.	509BMW	2892*
2.	380BMW	2892

*BEST FINAL MISSION LOW BOMBING

BOMBING TROPHY

STND	UNIT	PTS
1.	7BMW	1768
2.	380BMW	1752
3.	380BMW	1748
4.	509BMW	1748

SAC bomber and tanker crews were given the opportunity to compete in the preliminary phase. The top three bomber and tanker crews in the preliminary phase and one additional bomber and tanker crew (the wild card) selected by the wing commander represented the unit in the semifinal phase. Each unit's top two bomber and tanker crews in the semifinal phase advanced to the final phase.

Another feature of the competition that added to the significance of the results was the limited preparation time for planning and launch. By allocating limited preparation time in the competition design, SAC planners were able to challenge a broader spectrum of the SAC team. Commanders in turn were given a more accurate means of evaluating the capabilities of their staffs, aircrew, maintenance and support personnel.

In each phase of the competition the bomber mission included one RBS-scored high altitude single release with evasive action. In conjunction with the high bomb run, one RBS-scored missile defense ECM run (MDR) was accomplished. The MDR was new in this year's competition and the score was included in the individual bomber total points. To make the MDR more realistic for the competition, new and advanced ground based missile defense simulators were used. The final scored bomber event was two RBS low level sync-sync bomb runs.

Each tanker mission in all phases included two RBS scored radar precision terminations with scored control times.

As the competition moved into the final phase on Monday, 4 October, weather along the low level route became a problem. As a result of thunderstorms, the low level route was closed and the final low bombs could not be scored. With the finalists scheduled to arrive at Barksdale on Wednesday, something had to happen to make the competition plan work. It did. On Tuesday, a max effort by maintenance doubled the sortie production rate. Eighteen of the crews who flew on Monday's weather cancelation, flew again on Tuesday and there were no aborts. Finally at approximately 0100 on Wednesday morning, the last bomber exited the low level route. Maj Gen Burkhart pointed out during the competition symposium that Tuesday's effort will probably go down in history — not only did we double our flying commitment, our scores were even better than the scores in the semifinals.

The 380th Bomb Wing, Plattsburgh AFB, won the coveted Fairchild Trophy for the second time in a row — they were the Fairchild winners at the last competition in 1974.

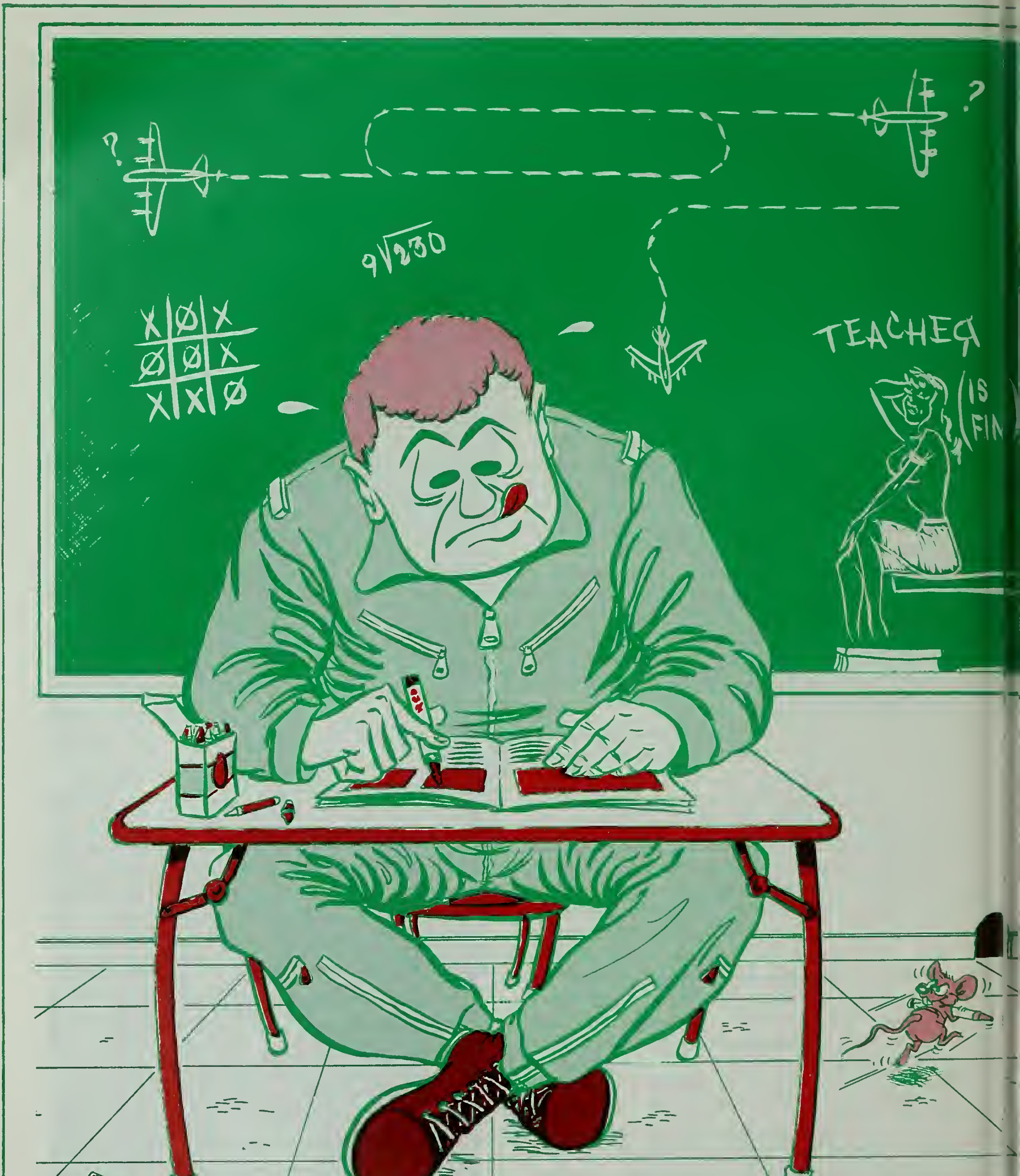
The Fairchild Trophy is awarded to the best overall wing based on combined results of the bomber and tanker missions. The trophy is named in honor of General Muir S. Fairchild, a former Vice Chief of Staff of the Air Force who died while on active duty in 1950.

The Fairchild Trophy was first won by the 97th Bomb Wing, Biggs AFB, Texas, in 1951.

The 380th scored a total of 7180 points out of a possible 8400. Second place went to the 449th Bomb Wing, Kincheloe AFB, which scored 6859, and the 2d Bomb Wing, Barksdale, took third place with 6682 points.

Continued on Page 18

Gen. David C. Jones, U.S. Air Force Chief of Staff, and Gen. Russell E. Dougherty, SAC commander-in-chief, enter the Barksdale auditorium for the 1976 SAC Bombing and Navigation Competition banquet and score unveiling.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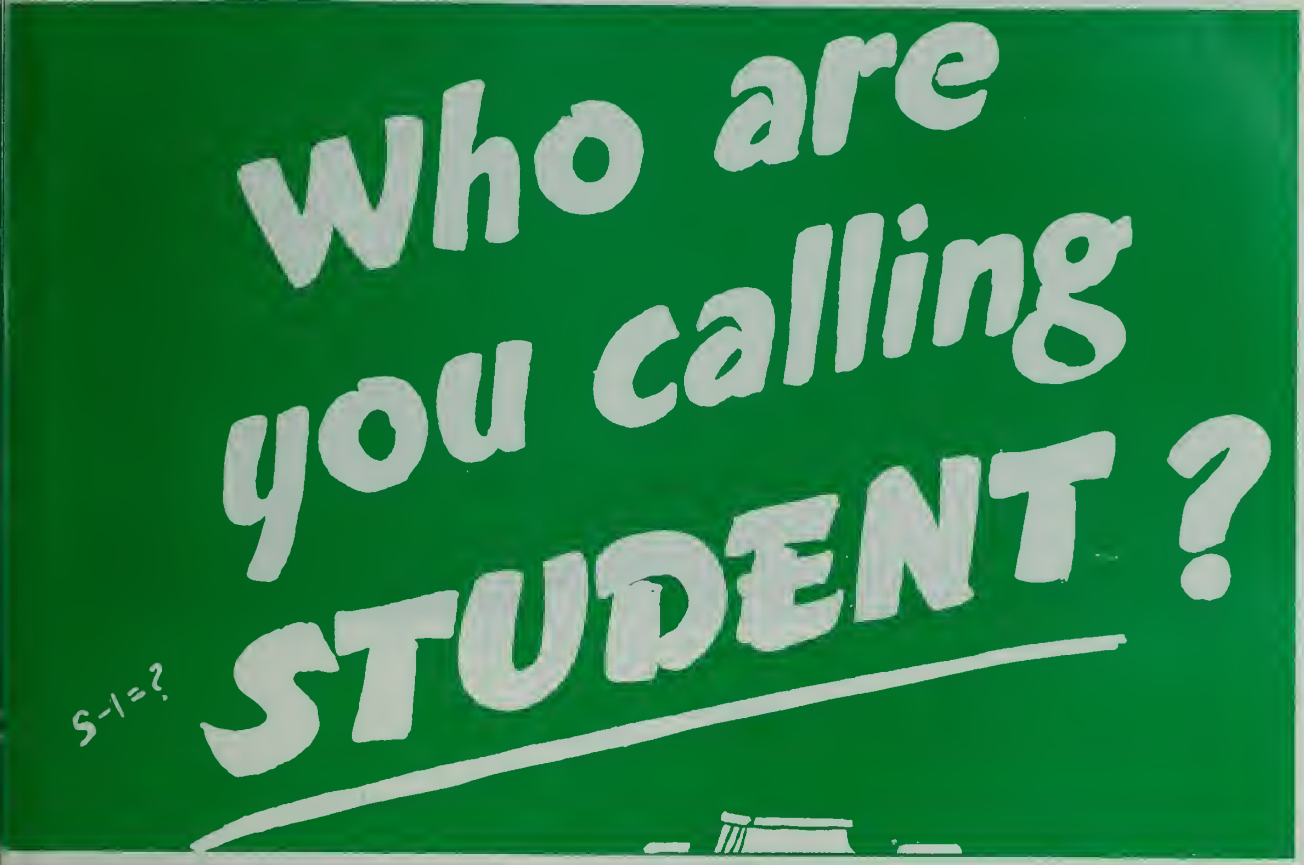


Who are you calling STUDENT?

Captain Charles E. Bailey
724 AREFS, Castle AFB

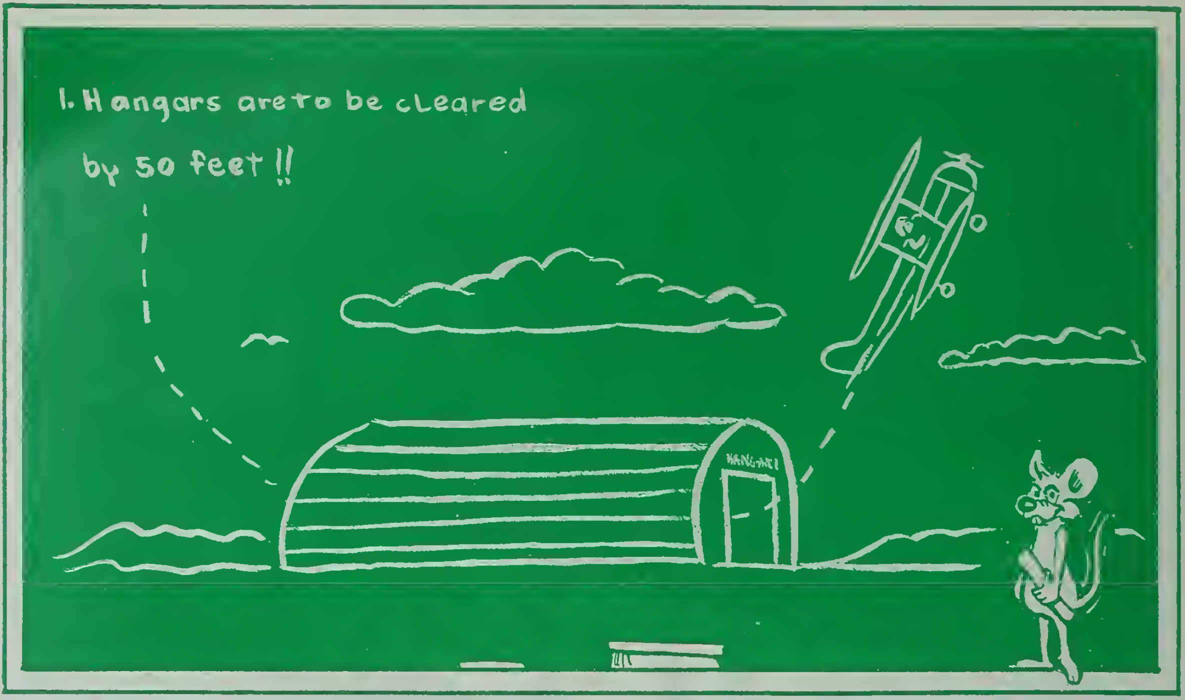
Once upon a time, the story goes, there was a skillful artisan named Daedalus. Daedalus had once been a friend of his King, Minos; unfortunately, Daedalus fell into disfavor and was cast into a tower as a prisoner. Daedalus reasoned that although Minos controlled all means of escape by sea or by land, Minos did not control the regions of the air. And so it came to pass that Daedalus fashioned wings of feathers and twine and wax for his young son Icarus and himself. With little practice, and the advice to avoid flying near the dampness of the ocean or the heat of the sun. Daedalus led Icarus into the air for their escape. The youthful Icarus soon strayed from his father's advice, and spiralled up toward the sun, whose heat melted the wax-bound wings and caused Icarus to plunge into the sea.

While this classic story may only be a flight of fancy, it does point out the value of a proper and thorough education in the art of flying. And while it might be possible for a novice like Icarus to know too little, it is impossible for the professional, like you, to know too much. The professional flier, regardless of rank, must develop throughout his career in order to insure a timely retirement from that career. In short, the professional flier must always play the role of the student.

Some people resent being called a "student," especially when the word is used in the same sentence with "flying." Possibly, such people believe the word connotes a complete lack of knowledge. Of course, nothing could be further from the truth.

The truth is, we are lucky to have the wealth of information that is available to us today in the form of tech orders, manuals, regulations, directives, newsletters and magazines. People who ignore such information do themselves an injustice and do nothing to promote safe flying.

There was a time when the professional flier had


1. Hangars are to be cleared
by 50 feet !!
HANGAR

little information available. When the Wright brothers invented their airplane, they taught themselves to fly. In fact, they learned to fly before they invented their airplane, through gliding and the discovery of some of the principal laws governing aerodynamics. The Wright brothers taught others to fly, too. Some of the country's aviation pioneers taught themselves to fly by corresponding with the brothers, asking them questions and receiving answers which they applied in actual practice.

How easy things are today. It's not necessary to be a Wright brother to learn how to fly, nor is it necessary to write (Wright?) your own tech order. Just read it.

There were rules and notes to read when the U.S. Army Flying Corps, as part of the American Expeditionary Forces, set out to fight the World War in 1917. The rules were clear and to the point, including:

- Machines with dead motor have right of way over all others.
- Hangars must be cleared by at least 50 feet in all flying.
- While in flight, keep a constant look-out for machines in all directions.
- If flight is begun and conditions arise thereafter that are hazardous, land as soon as possible.
- Never continue flying when a machine feels uncomfortable to you or you feel that something is wrong.

Pretty basic stuff, yet there were undoubtedly those who felt that the burden of reading the rules was not really required.

Things haven't changed: the rules are still there and the reading is still required.

The Second World War was more sophisticated than the previous one, and it was aviation that made all the difference. Aviators flew more sophisticated machinery and were confronted with very capable enemies. Training kept pace with the times for the most part. One example of the then current thinking focuses on the Army's Basic Flying School near Montgomery, Alabama: in the mess hall, flying cadets who were underclassmen were required to eat with their attention fixed on the center of their dinner plates: desired food was shouted for, and presented into their vision, and had to be reached for and gotten without the flicker of an eye. The implication was very simple: someday there would be an enemy darting in from the side, instead of a cup or a plate.

Today, there is still an enemy to prepare for, no matter whether that enemy be in fact or merely in possibility. That enemy is yourself. As a professional flier, one cannot comprise flying safety. In fact, it shouldn't even be possible with the tremendous amount of information available to today's flier. And what is required? Just a little day-to-day study, that's all.

So, be a student of life-long learning, and learn how to live a long life.

Giant Sword '76 . . .

BEST of the BEST

The top piece of silver, The Barrentine Trophy, was awarded to Carswell's 7th Bomb Wing after winning Giant Sword '76, SAC's Munitions Loading Competition.

Carswell's 7th Bomb Wing was proclaimed the "best of the best" in the 1976 GIANT SWORD, Strategic Air Command's Munitions Loading Competition.

Carswell took the lead on the first day when they scored an overwhelming 22 point victory over their nearest competitor in the munitions written test.

From then on, Carswell used a balanced attack scoring well in both the munitions and the security police competition to win the CMSgt Wilbur R. Barrentine Memorial Munitions Loading Trophy.

This is Carswell's first victory ever in GIANT SWORD competition, ending a two-year reign by Castle's 93d Bomb Wing.

Carswell amassed 1,862.6 out of a possible 2000 points in winning the competition. Second place winner was the 509th Bomb Wing, Pease AFB, with 1,828.2 points, and third place winner was the 379th Bomb Wing, Wurtsmith AFB, with 1,823.2 points. All three teams broke last year's mark of 1,818 points set by Castle AFB.

Carswell's 7th Munitions Maintenance Squadron was also named the Best Munitions Team, with 1,337.5 out of 1,400 points.

The following members of the 7th BMW represented Carswell at the competition:

7th Security Police Squadron: SSgts Russell D. Brewer and Stanley M. Todd; Sgts Carl H. Gilliam and Ralph H. Williams; A1C Curtis Hensley and Amn Dean A. Bray.

Continued on next Page

GIANT SWORD WINNERS

Best Munitions Competition Team (Barrentine Trophy) — 7th BMW, Carswell AFB.

Best Security Police Unit — 97th SPS, Blytheville AFB.

Best Aircraft Crew Chief — 379th OMS: SSgt Ted Scoggins, Wurtsmith AFB.

Best Munitions Team — 7th MMS, Carswell AFB.

Best Security Police Practical Exercise — 97th SPS, Blytheville AFB.

Best Academic Excellence — 93d SPS, Castle AFB.

Best Security Police Marksmanship — 97th SPS, Blytheville AFB.

Best Loads — 379th MMS, Wurtsmith AFB.

Best B-52 Load — 28th MMS, Ellsworth AFB.

Best FB-111 Load — 509th MMS, Pease AFB.

Best SRAM Load — 379th MMS, Wurtsmith AFB.

The bomb loading element of the Carswell team consisted of TSgt Paul W. Grosskurth, SSgt Wayman R. Low, Sgts William R. Craig, Sherrill W. Derryberry and Carlos V. Ybarra, and A1C Johnnie W. Guin, Aircraft Crew Chief.

1Lt Allen Hubbard was the OIC and MSgt Don E. Wheeler was the NCOIC of the award winning Carswell Team.

The closing ceremony was held on 5 October at Ellsworth AFB, where the award presentations were made.

GIANT SWORD HISTORY

1958*	29 ADS, Homestead AFB
1958	30 ADS, Hunter AFB
1959	29 ACS, Homestead AFB
1960	27 MMS, Little Rock AFB
1961	32 MMS, Chennault AFB
1974	93 BMW, Castle AFB
1975	93 BMW, Castle AFB
1976	7 BMW, Carswell AFB

*Two competitions held in 1958.

BIG INSTRUMENT

VISIBILITY — TO LAND OR NOT TO LAND

PART V — TECHNIQUES

Captain John L. Wilson
1st Combat Evaluation Group
Barksdale AFB

Last month it was established that at Decision Height (DH), only a small amount of the runway environment would be visible under low visibility conditions. This was shown to be about 1600 feet under the stated conditions. What was not mentioned was that you would probably start to see the approach lights before reaching DH. There are very few conditions where no visual approach cues would be visible until reaching DH.

Advantage can be taken of the fact that you will generally have a gradual transition from instrument to visual conditions by effective use of crew coordination, particularly with the individual sitting in the seat next to you. A quick word about the use of the terms "pilot" and "copilot", as used in this article. "Pilot" refers to the individual actually flying the approach and "copilot" refers to the individual running checklists and performing copilot duties. In other words these terms refer to actual flying duties and not necessarily to seat occupancy or rating.

Start your landing decision during mission planning by having a table flying session with your crew and discussing specific duties of each member during an approach. This discussion should be very detailed and include how information is to be passed between crew members. Semantics are very important; all crewmembers must have the same understanding of the various terms used. On final approach is not the time for a lengthy discussion of duties and term definitions, when there will probably be less than one minute from the time the approach lights are first sighted to the time the aircraft touches down.

There are two basic methods of completing a landing from an instrument approach. The first involves one pilot flying the approach and the copilot completing the landing. The pilot flies the instrument approach as precisely as possible, staying on the gauges throughout the approach. The copilot, in the meantime, is crosschecking the instruments and monitoring the approach, but he is primarily concerned with visually acquiring the runway environment. When the copilot sees it well enough, he takes control of the aircraft and completes the landing. The advantage of this method is that one pilot is always on instruments and does not have to crosscheck outside visual references when the aircraft is close to the ground. He is also in a position to perform a missed approach, reducing the possibility of disorientation, since the copilot is concentrating primarily on the visual cues. The difficulty with using this method is that it will only work with proficient, well qualified crews. It requires transfer of aircraft control at very low altitude to a pilot that may be relatively "cold" on the controls, and in the event a missed approach becomes necessary after the transfer, there is a possibility of this pilot becoming disoriented.

The other method is for the pilot to fly the approach and complete the landing. The copilot monitors the approach and attempts to acquire visual cues. The copilot has a very important role. He must tell the pilot what he sees as he picks up the approach lights and as the visual cues improve. Semantics are critical since the words used must be descriptive and have the same meaning for both crew members. There is also little time available for lengthy descriptions of what is seen. The pilot flies instruments until he starts getting these verbal inputs from the copilot. He then starts including the visual cues into his crosscheck. The initial crosscheck of the outside visual cues consists of quick glances. As the approach is continued and more information on the available visual references is announced by the copilot, the pilot gradually spends more time on visual information and less on the instruments. A word of caution: the pilot must maintain some crosscheck of the instruments, to ensure he does not make any control inputs that will cause the aircraft to deviate from the intended/desired flight path, or in case a missed approach becomes necessary. The copilot should be monitoring this also and immediately advise the pilot of any deviations.

Sighting the runway environment and making the decision to depart MDA or continue your descent below DH does not mean you are committed to a landing. This should be a conditional decision based on the premise that as long as the present situation remains the same or improves, the landing can be safely completed. You should continue to evaluate the situation, and if things don't look right execute a missed approach.

This series of articles starting with the August issue, has only scratched the surface of the problems associated with low visibility landings. You should continue where these articles have left off, by doing research on your own and having discussions with other pilots and with your own crew. Continued practice by you and your crew to improve your instrument flying ability and to optimize crew procedures is mandatory. The time to learn about low visibility landings is now, not when you have to "bust minimums".

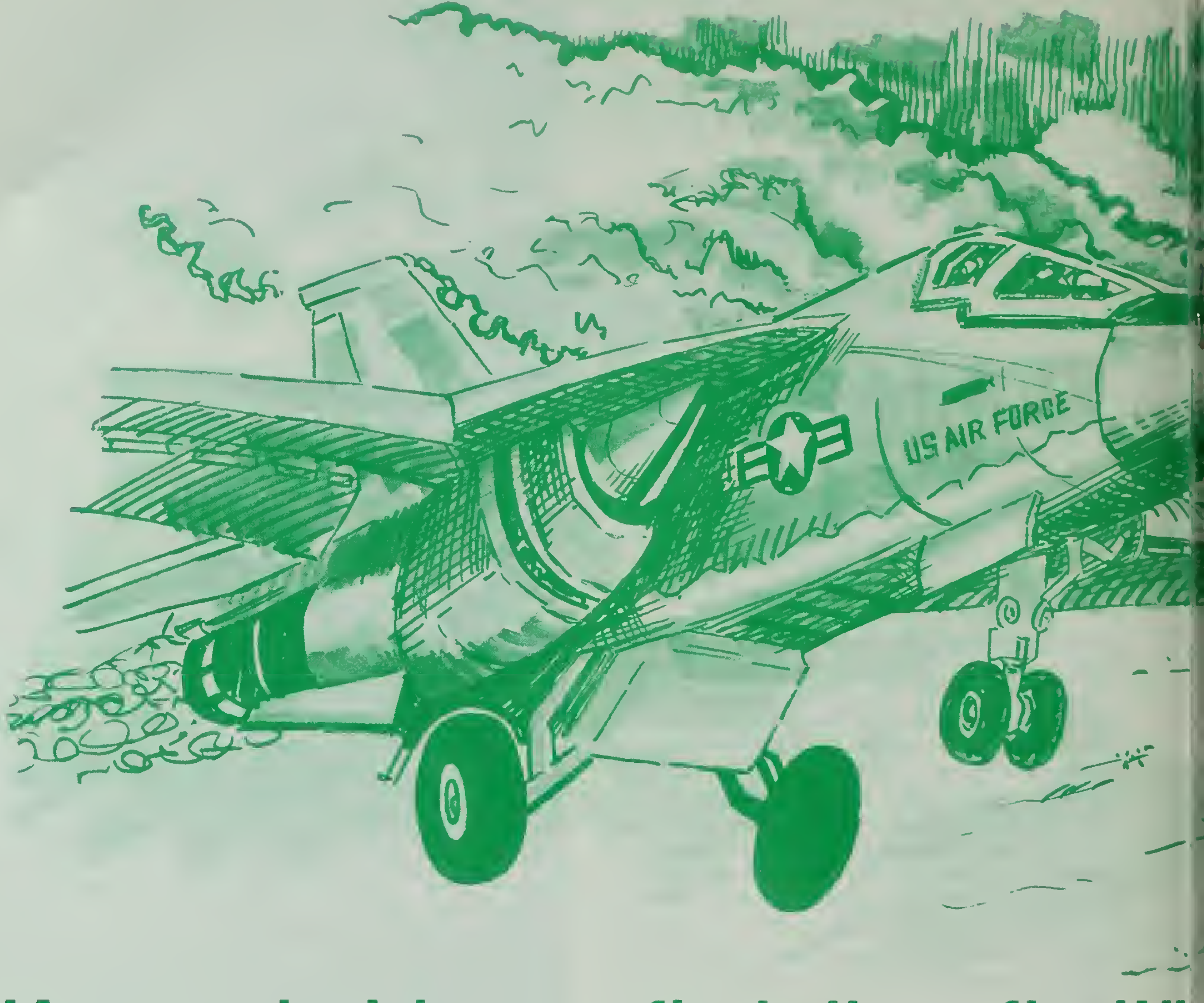
OUT BASKET

Thanks — The staff of Combat Crew would like to thank all of you who made contributions to the magazine this year. Even though we were unable to publish every article we received, we certainly appreciate the hard work that went into all of them. If you didn't get published this year and want to try again, pick up the phone and talk to us about it. AV 271-2620/6221. Merry Christmas.

New publications - The SAC Safety Pamphlet, SACP 127-6 has replaced the SAC Safety Bulletin, SACB 127-2. Safety personnel and all other interested agencies should check with your local PDO to make sure that distribution of the SAC Safety Pamphlet is received. Also, the new edition of AFR 900-26, Safety Awards, dated 8 October 1976 is in the field now. If you don't have your copy check with PDO.

Safety awards cycle almost complete — The end of this month marks the completion of the CY 76 awards cycle. Check AFR 900-26 and SACR 127-2 for procedures and deadlines for award nominations. We had a lot of success last year in recognizing our people and units — for CY 76 we hope to do better.

Correction — In the October issue the 305 Air Refueling Squadron was listed as being awarded the United States Air Force Flight Safety Plaque. The 305 Air Refueling Wing should have been listed. Again, congratulations 305 AREFW on your fine achievement.



"Approach, I have a fireball on final!"

Captain David E. Pine
OTSL, Carswell AFB

"Approach Control. This is Reno 44. I have a fireball at eight miles. Have you lost anyone?"

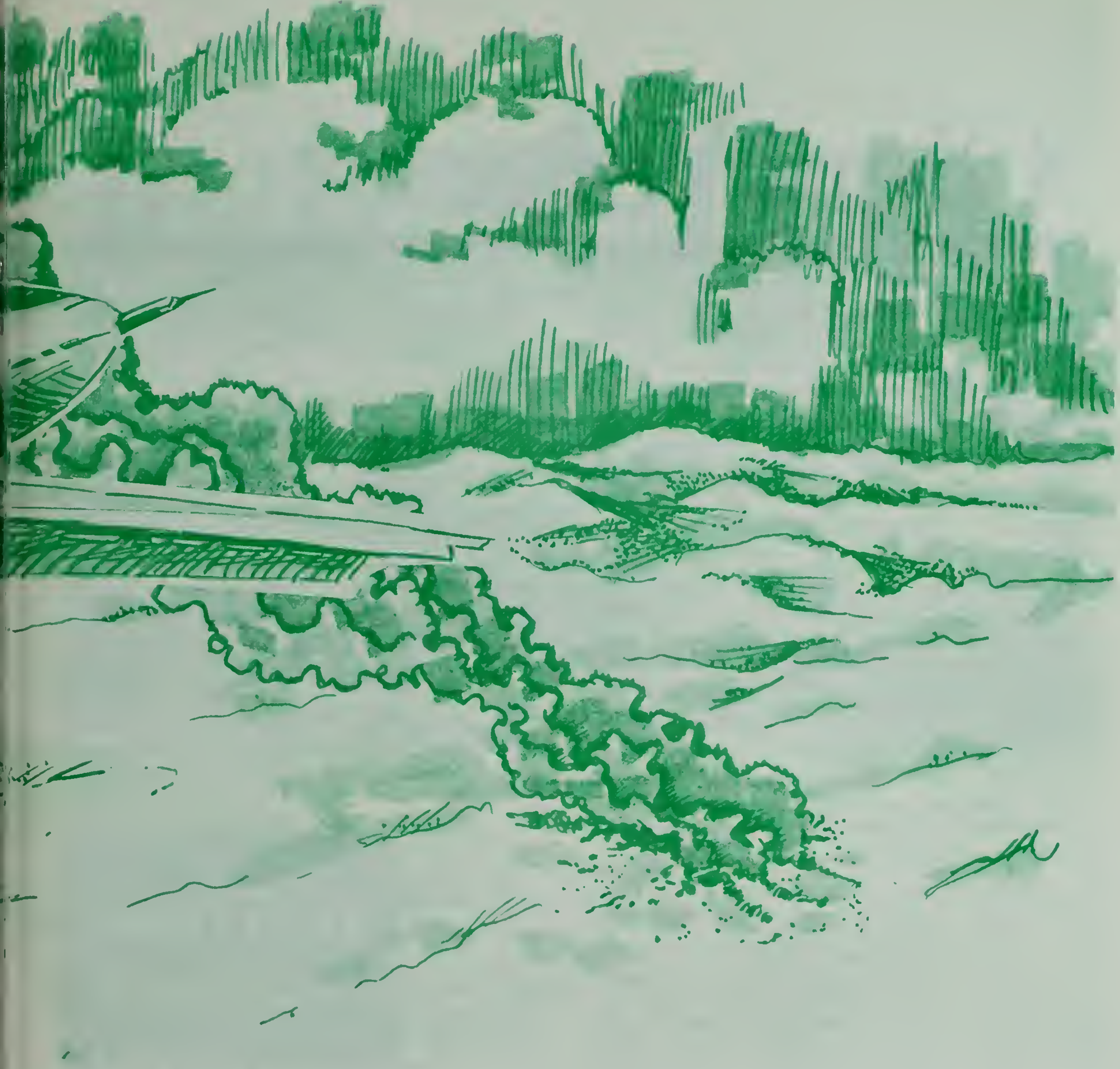
"Affirmative, Reno 44, we have lost contact with an aircraft on TACAN approach. Attempting radio contact at this time."

These could be the actual words taken from the transcript of an aircraft accident. We'll never know what goes through the minds of crews in those last terrifying seconds before an aircraft crash. What we do try to know, however, is what got them into that unenviable position.

SAC experienced several major aircraft accidents in recent months which resulted in loss of life and valuable national resources. As a result, the SAC Directorate of Safety developed a sound/slide program recreating the scenarios of three accidents involving KC-135 and FB-111 aircraft.

The program is entitled SAC Accident Brief, and is introduced by Maj Gen John W. Burkhart, CINCSAC DCS Operations, and narrated by Col Jesse S. Hocker, Director of Safety. The pictures used are a combination of accident photographs and simulation of crew actions and events leading to the crashes. Since the information is taken from accident investigation reports, the program is designated "FOR OFFICIAL USE ONLY" and details cannot be discussed in this article. Program running time is 22 minutes and the sound/slide briefing is available at each Bomb and Refueling Wing Safety Office.

Maj Gen Burkhart stresses in the program that although any aircraft accident is tragic, the three reviewed in SAC ACCIDENT BRIEF "were particularly disturbing because in each instance, airworthy aircraft were lost due to a breakdown in crew coordination, failure to follow tech data, and noncompliance with direc-



tives."

The overriding theme of the program is that crew coordination is still one of the best methods of preventing aircraft accidents. The 1 August 76 issue of the COMBAT EVALUATION NEWS BULLETIN devotes a full page to this topic.

The article states that "so much has been said about this very important area (crew coordination), that the spiel is sure to sound redundant." The facts show that the message bears repeating. All of the accidents in SAC ACCIDENT BRIEF might have been prevented by heads-up flying on the part of all crewmembers. It takes alert and knowledgeable crewmembers to be an effective team. While we take it for granted that everyone knows his job, a great danger exists when we don't take positive actions to monitor other activities and immediately identify and correct any errors we see.

An example cited in the same issue of the CEVG NEWS BULLETIN was a copilot who failed to notify the pilot that he had the runway environment in sight during a PAR approach. As a result, the pilot maneuvered the aircraft too far right of center line at decision height to make a safe approach and landing. The copilot continued to remain silent as the pilot attempted to salvage the approach with an unsafe landing. The evaluator finally intervened.

The point is, everyone has had a "save" by an alert and knowledgeable crewmember. If you haven't yet, it's only a matter of time. We've built design safety into our weapon systems, but our human models still make an occasional error. Crew coordination can prevent the error from being fatal. IS IT ASKING TOO MUCH TO SAVE YOUR OWN LIFE?

Continued from Page 7

Giant Voice

Commenting on his wing's success, Col Shipe, 380th Bomb Wing commander, said, "One of the greatest achievements is winning two times in a row. I'm ecstatic. The staff, enthusiasm of the crews, and maintenance is what did it for us."

The 7th Bomb Wing, Carswell AFB, also came away a winner at the competition, winning four of the ten awards. Carswell won the Mathis, Crumm, Bombing and Best B-52 Crew trophies.

The Mathis competition was close with the runnerup 449th Bomb Wing from Kincheloe only 53 points behind, scoring 4907 of a possible 6000 to Carswell's winning 4960 points. The 2d Bomb Wing, Barksdale, was third with 4712 points.

The Mathis Trophy is presented to the top Bomber unit based on total points compiled in bombing.

The Mathis Trophy honors Lt Jack Mathis, a B-17 bombardier and Medal of Honor winner who heroically died at his bomb sight in a raid over Vegesack, Germany, during World War II.

The 1974 winner of the Mathis Trophy was RAF Crew No. 4 from Scampton, England.

Carswell AFB had a wider margin of victory for the William J. Crumm Linebacker Memorial Trophy. The second place RAF Squadron totaled 560 to Carswell's 656 points of a possible 800 points.

The trophy was awarded to the crew that compiled the most points in high altitude bombing by the finalist crews on both their semifinal and final missions.

The William J. Crumm Linebacker Memorial Trophy was named in honor of Maj Gen William J. Crumm, former commander of SAC's Third Air Division, who was killed in a B-52 crash in Southeast Asia July 7, 1967. The trophy was established to perpetuate the memory of SAC crews lost in Southeast Asia.

The Bombing Trophy competition was the closest of all. Carswell finished a narrow 16 points in front of the 1974 winner, the 380th Bomb Wing — 1768 to 1752 in a real cliff-hanger; 2000 points was the maximum possible.

The Bombing Trophy is presented to the top bomber crew based on total bombing points attained.

The fourth trophy Carswell took was the Best B-52 Crew trophy. Captain Jim Harford was the A/C of the winning crew.

The 92d Bomb Wing, Fairchild AFB, won the Saunders Trophy as the tanker unit attaining the most points in all phases of GIANT VOICE.

The 92d scored a total of 2144 points of a possible 2400. Crew R-162 of the 92d also took the Best KC-135 Crew Award. Second place for the Saunders Trophy went to the 93d Bomb Wing, Castle AFB, which scored 2086, while the 380th Bomb Wing took third with 2060.

The Saunders Trophy is named for Brig Gen Don W. Saunders, former commander of the 57th Air Division. He was killed while attempting to set a world cruise record aboard a KC-135 on June 27, 1958. The trophy was donated by HQ USAF and first presented in 1959.

The 1974 winner of the Saunders Trophy was the 68th Bomb Wing, Seymour Johnson AFB.

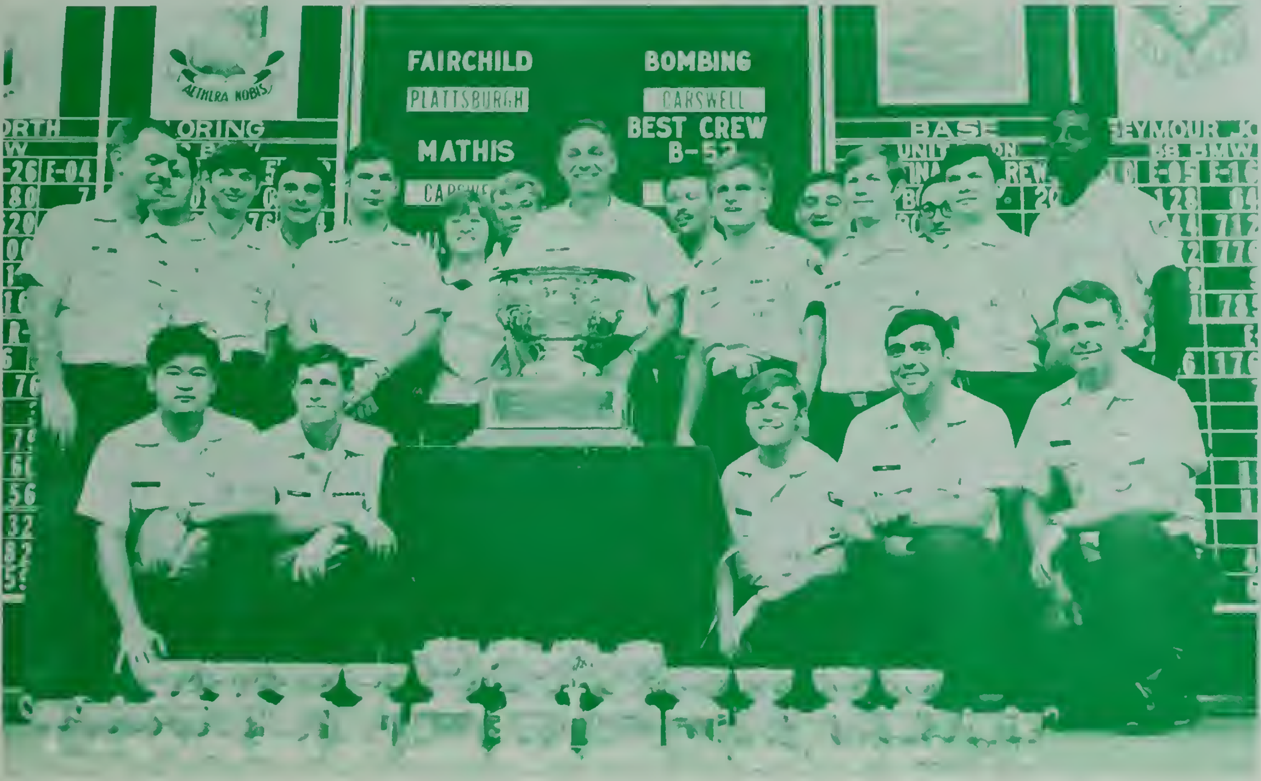
The 509th Bomb Wing from Pease AFB won the new John C. Meyer Memorial Trophy. Both the 509th and the 380th Bomb Wings finished with 2892 of a possible 3200 points. Pease was awarded the trophy on the basis of the best score on the final low bombing mission.

The John C. Meyer Memorial Trophy was presented for the first time this year. The trophy goes to the top F/FB-111 unit in low level bombing. It memorializes Gen John C. Meyer, commander in chief, SAC, from May 1972 until August 1974. Gen Meyer passed away in December of 1975. Mrs. Mary Meyer, Gen Meyer's widow, and their son, Capt John C. Meyer, Jr., made the initial presentation of the trophy.

The award for the Best Vulcan Crew was won by RAF Crew No. 1. The FB-111 Best Crew Award went to Crew R-59 from Plattsburgh AFB. The winners compiled the most points on their semifinal and final missions.

For more on Giant Voice '76 see pages 20-23.

The Fairchild Winners . . . 380th Bomb Wing, Plattsburgh AFB



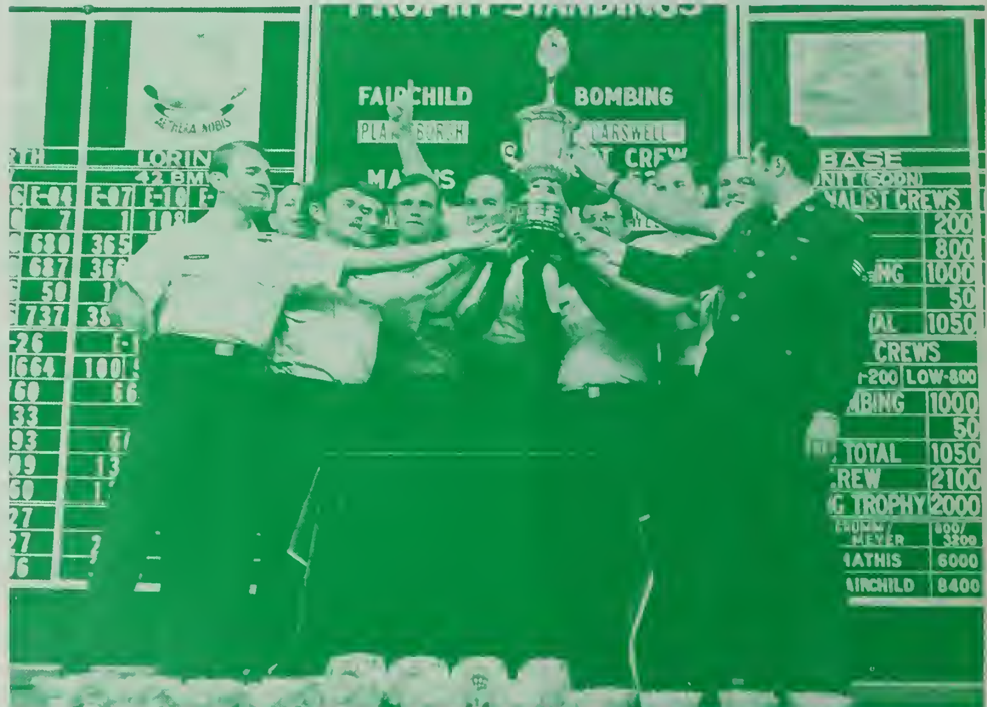
Fairchild Trophy Winners

1948	Davis-Monthan AFB	43d Bomb Group	B-50
1949	Castle AFB	93d Bomb Group	B-29
1951	Biggs AFB	97th Bomb Wing	B-50
1952	Castle AFB	93d Bomb Wing	B-50
1954	Carswell AFB	11th Bomb Wing	B-36
1955	March AFB	320th Bomb Wing	B-47
1956	Carswell AFB	11th Bomb Wing	B-36
1957	Pinecastle AFB	321st Bomb Wing	B-47
1958	MacDill AFB	321st Bomb Wing	B-47
1959	Lincoln AFB	307th Bomb Wing	B-47
1960	Altus AFB	11th Bomb Wing	B-52
1961	Robins AFB	4137th Strat Wing	B-52
1965	Columbus AFB	454th Bomb Wing	B-52
1966	Homestead AFB	19th Bomb Wing	B-52
1969	Grand Forks AFB	319th Bomb Wing	B-52
1970	Castle AFB	93d Bomb Wing	B-52
1971	Kincheloe AFB	449th Bomb Wing	B-52
1974	Plattsburgh AFB	380th Bomb Wing	FB-111
1976	Plattsburgh AFB	380th Bomb Wing	FB-111

Giant Voice

Carswell AFB, . . . The Mathis winners

Fairchild AFB, . . . The Saunders winners



Carswell AFB, The Crumm Trophy winners

Pease AFB, . . . Meyer Trophy winners

BEST CREW
FINAL STANDINGS

BEST CREW TROPHY

B-52

STANDING	CREW	UNIT	POINTS
1.	S-51	7BMW	1791
2.	E-07	449BMW	1789
3.	R-32	319BMW	1731
4.	S-01	449BMW	1723

K-135

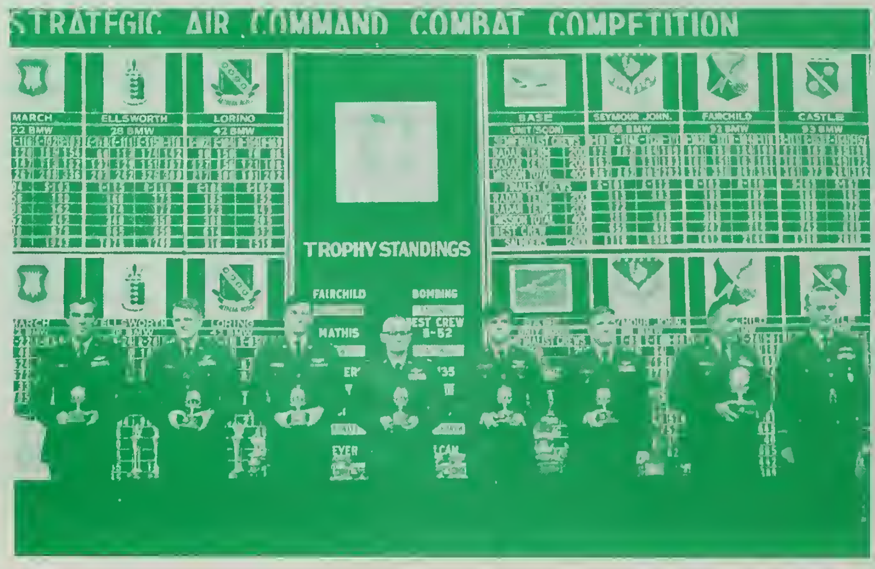
STANDING	CREW	UNIT	POINTS
1.	R-162	92BMW	747
2.	S-153	93BMW	742
3.	S-101	96BMW	742
4.	E-122	97BMW	739

FB-111

STANDING	CREW	UNIT	POINTS
1.	R-59	380BMW	1848
2.	E-22	509BMW	1809

VULCAN

STANDING	CREW	UNIT	POINTS
1.	RAF-1	STC	1613
2.	RAF-3	STC	1414



Best B-52 Crew—Air Vice Marshall Philip J. Lagesen, commander No. 1 Group, Royal Air Force, (far right) presents the award to Crew S-51, 7th Bomb Wing (L-R): MSgt Francis D. Sherman, gunner; Lt Col William R. Wilson, electronic warfare officer; 1Lt Rodney M. Bond, navigator; Lt Col Edwin R. Maas, Jr., radar navigator; Lt Richard E. St John, copilot; Capt James D. Harford, aircraft commander; and Col David E. Blais, 7th Bomb Wing commander.

Best KC-135 Crew—Maj Gen John W. Burkhart, DCS/Operations, SAC, presents the award to (L-R) SSgt Johnson Marsalis, Jr., boom operator; Capt Ernest L. Wells, navigator; 1Lt Robert L. B. Stevenson, copilot; Capt Alan W. Neil, aircraft commander, and Col Phillip Brennan, 92d Bomb Wing commander.

Best FB-111 Crew—(L-R): 1Lt Luke Lu, navigator, Maj Dennis L. Cole, aircraft commander, and Col John Shipe, commander, 380th Bomb Wing.

Best Royal Air Force Crew—Lt Gen Bryan M. Shotts, commander 15th Air Force, (far right) presents the award to Royal Air Force Crew No. 01 (L-R): Flt Lt Ray Lawton, air electronics officer; Sqdn Ldr Jerry German, navigator plotter; Flt Lt David Norris, radar navigator; Flt Lt John Hills, copilot; Flt Lt Dudley Bennett, aircraft commander, and Commander of the Royal Air Force Detachment, Wing Commander David W. Dawes.

SAC SAFETY SCREEN

301 AREFW, Rickenbacker Crew R-108: P Capt David O Patton, CP 1Lt Larry G Hastings Jr, N Capt Donald I Cohen, BO SSgt Kenneth R Ingram

305 AREFW, Grissom Crew S-130: IP Capt Victor L Velle, CP 1Lt James P Szabo, IN Capt Duane R Schaffer, IBO SMSgt Harold H Brantley Jr

380 BMW, Plattsburgh Crew S-67: IP Maj Robert L Rothburn, IN Maj Patrick J McNeill

384 AREFW, McConnell Crew R-115: P Capt Terry D Rohr, CP Capt Nicholas S Cristiano, N Capt Steven C Eivins, BO SSgt Neal L Sine

55 SRW, Offutt Crew E-111: P Capt Carmen E Aiwarter, CP 1Lt Jonathan P Hooper, NN Capt William H Lacey, BO TSgt Marion L Tatman

92 BMW, Fairchild Crew E-24: P Capt Joseph A Bowden, CP 1Lt William C Austin, RN Capt David N Shawhan, NN 1Lt William L Frevert, EW Capt David R Moore, AG Sgt Jeffery Graves

93 BMW, Castle Crew S-04: IP Maj James D. Protzmann, IP Maj Martin H Simonsen, IB Maj James A Sterud, IB Capt Richard W Nelson, IE Maj Darrel K Johnson, IS MSgt John H Smyth

96 BMW, Dyess Crew S-101: IP Capt Lauren K Vaughn, CP 1Lt James P Kallstrom, CP 1Lt James G Robie, IN Capt Steven L Vineyard, IBO MSgt Franklin M Williams

341 SMW Malmstrom Crew R-116: MCCC Capt Robert S. Cox, DMCCC 2Lt Thomas P. Coyne

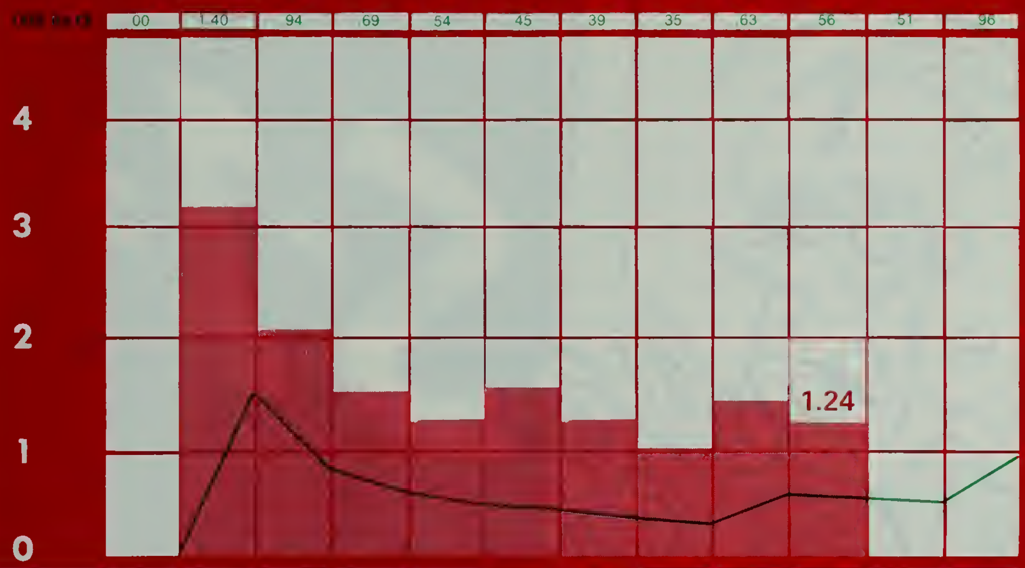
341 SMW Malmstrom Crew R-155: MCCC Capt Marshall D. Reed, DMCCC 2Lt Donald M. Robison

351 SMW Whiteman Crew E-151: MCCC Capt Charles J. Lee II, DMCCC 2Lt Richard E. Webber

★U.S. Government Printing Office:
1976-765-042/1

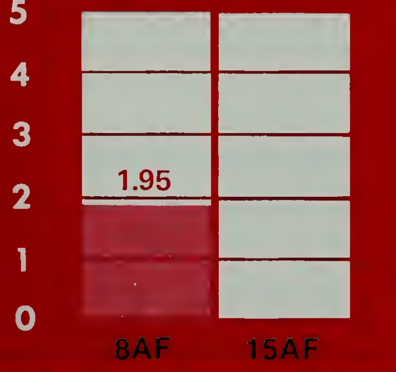
1976 Flying Safety Rate

SAC MAJOR ACCIDENT RATE (PER 100,000 FLYING HRS)



ACCIDENTS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1975	0	1	0	0	0	0	0	0	1	0	0	2
1976	0	2	0	0	0	1	0	0	1	0		

1976 SUBORDINATE CMD RATES

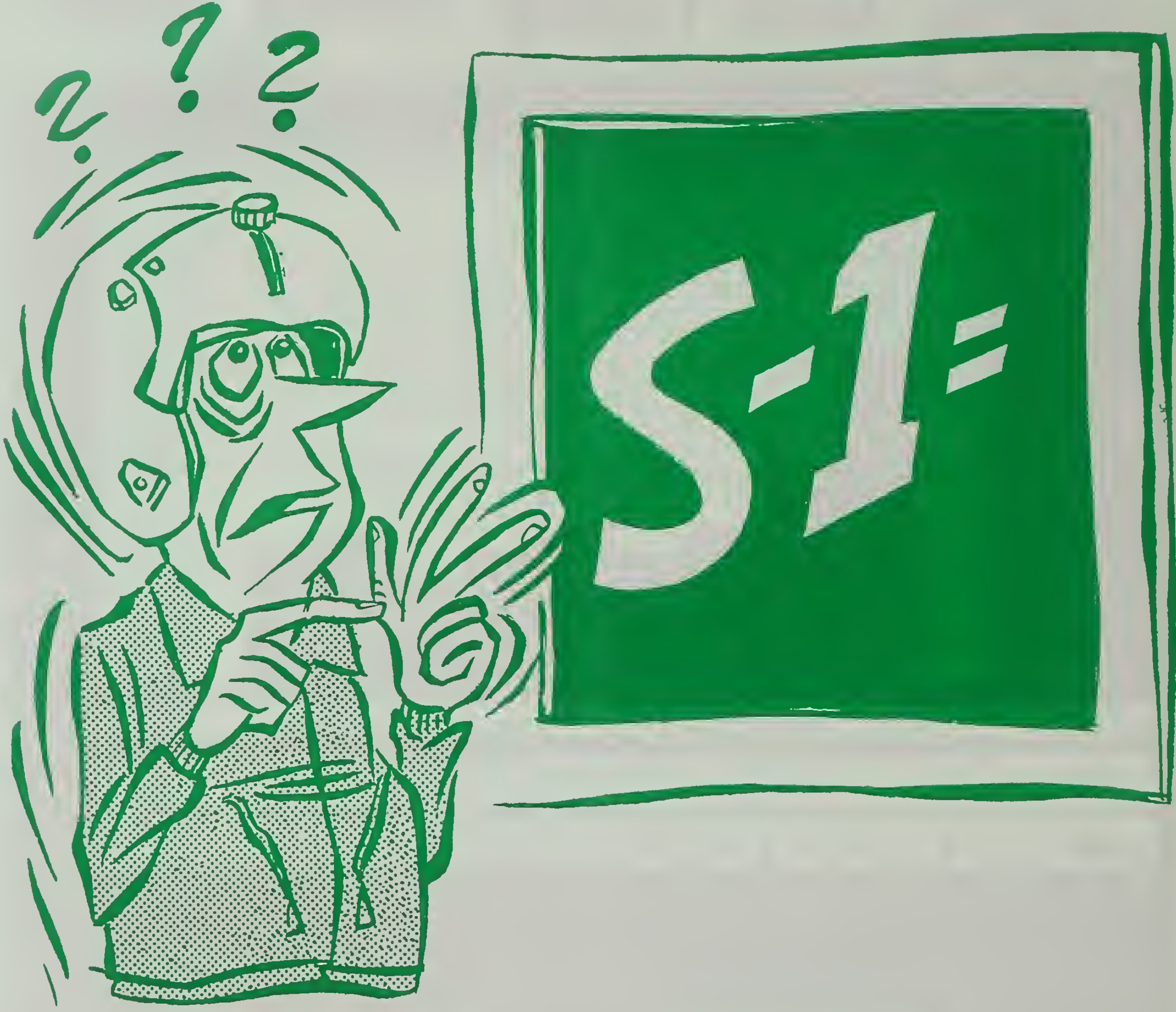


ACCIDENT STATUS

KC-135	FEB 76
FB-111	FEB 76
FB-111	JUN 76
KC-135	SEP 76

LEGEND ╱╲ =1975 RATE

OPS HAZARDS



LONG TAKEOFF ROLL –

During a B-52 MITO takeoff the airspeed at the expiration of S-1 timing was approximately 112 KTS and fluctuating. The computed S-1 minimum speed was 121. The pilot assumed that the low fluctuating airspeed was caused by turbulence associated with the MITO and elected to continue the takeoff. The aircraft rolled 3300 feet past the computed 5700 feet takeoff distance before it got airborne. All of the brake assemblies except number six were worn beyond limits due to dragging brakes on takeoff. The mission was continued normally until landing at which time the number three tire blew out because the brake was fused.

The braking system was checked with no malfunctions detected. While the cause of this incident is unknown serious thought should be given to the possible inadvertent application of toe pressure on the brakes during takeoff. Perhaps the most important lesson learned in this incident is compliance with tech data. Disregarding the S-1 speed abort criteria in this case almost led to an infinite ground roll. You can be sure this pilot will believe his airspeed indicator next time.

WAS THAT SUPPOSED TO BE A FULL–STOP OR A GO-AROUND???

STRONG HABIT PATTERN — While this was not a SAC accident the possibility exists that it could happen to you.

Following a low approach, the pilot requested another low approach followed by a full-stop landing. During this approach he decided to make a full-stop landing instead of a go-around. As a result of this sequence, he was subconsciously "set" for the low approach although he had committed himself to accomplish the full-stop landing. This psychological "set" was evidenced by a readily discernable hesitation during the gear check call that is indicative of confusion as to the type landing he was committed to or that his mind was not fully conditioned to a full-stop landing. As a result of this habit pattern interference, he reverted to a portion of the go-around sequence during the full-stop landing. He retracted the gear while on the landing roll!!

'135 FUEL SYSTEM MALFUNCTION — One hour after takeoff on an operational mission, the crew discovered they could not burn fuel from the aft body tank. The crew decided to drain 10,000 pounds from the center wing to the forward body tank for CG purposes. They continued to burn from the center wing tank until 10,000 pounds remained.

The crew attempted to transfer fuel from the aft body to the center wing using proper Dash One Procedures. This attempt failed. They tried to transfer fuel from the aft body to the forward body. This proved successful and fuel began moving to the forward body tank.

The pilot attempted to burn fuel from the forward body and determined that fuel was not feeding to the engines. He then turned the forward body tank pumps off. A short time elapsed and the pilot noticed the aft body tank increasing and the forward body tank decreasing in fuel quantity. A total of 4000 pounds was transferred to the aft tank when the fuel dump procedure was initiated. The dump valve would not open electrically and the copilot had to manually open the valve. The crew successfully dumped 6000 pounds of fuel from the aft body. The CG prior to dump was 29%.

The pilot decided to abort the mission and return to his home station. The fuel stopped draining into the aft body tank soon after. An uneventful landing was made with a gross weight of 194,000 pounds and a 24% CG.

The cause of the malfunction was a fuel level control valve frozen in the open position in the aft body tank. Fuel system specialists determined that fuel from the forward tank could drain into the aft body tank provided the larger quantity of fuel was contained in the forward tank. Aircraft angle of attack was also a significant factor during cruise profile for this situation. Fuel will burn from the forward tank during the associated draining process. When the fuel level control valve is open, fuel will also feed from the aft body tank. However, it will not feed at the normal rate.

There is no Dash One procedure for solving this problem. An identical malfunction has happened with the same model aircraft in the past. The pilot was aware of this potential problem as a result of a pilot's meeting and a CIF entry in his squadron. Air crews should be aware that this situation could happen again. Center of gravity limits could be exceeded in a short time. This situation could have developed into a serious situation had it not been handled in a cool and professional manner.

MINUTEMAN Crew E-116, 44SMW, Ellsworth AFB: MCCC Captain Paul D. Pittman, and DMCCC 2Lt Richard M. Burgess.

PROFESSIONAL PERFORMERS

TITAN Crew R-051, 381SMW, McConnell AFB: MCCC 1Lt Craig C. Henschen, DMCCC 2Lt Jeffrey S. Heussner, BMAT A1C Thomas P. Paxson, and MFT A1C Gary M. Hansen.

MAINTENANCE MAN, Master Sergeant Arthur C. Meier, 43d Field Maintenance Squadron, Andersen AFB, Guam.

Individuals selected for these pages as SAC's top professional performers of the month are chosen from nominations made by all SAC units. Selection is made only after all nominations have been carefully screened and those chosen meet the highest standards of excellence as outlined in SACM 127-2.

Crew View

Helmet Visors at Altitude

1Lt Michael J. Mastromichalis
46 Bomb Sq, Grand Forks AFB

We have all heard many reasons why we should fly with the helmet visor down. The most common reason is to protect ourselves in case of low altitude bird strike. That seems pretty logical considering all the bird strikes we've read about. But is low altitude the only time we need to be concerned about flying with the visor down?

Recently, I learned a new lesson in the "why and when" of flying with a visor down. I was on a routine B-52 training mission. Air refueling was our first scheduled activity. One of the other pilots on board was scheduled to fly the refueling, so I was sitting, strapped to the floor, behind the IP seat. Everything appeared normal as we completed our checklists and stabilized in the precontact position. After checking our configuration, the boom operator cleared us to the contact position. The pilot smoothly guided the aircraft into the contact position and contact was made.

The EWO made his required visual check of the fuel lines through a small visual sighting window. Normally, there is no hydraulic fluid in the window. That was not the case this time; the window was rapidly filling up with hydraulic fluid. The EWO immediately notified the pilot of the problem. However, before the pilot could initiate an emergency breakaway, the window cracked and a stream of hydraulic fluid began flowing into the crew compartment. It was literally raining hydraulic fluid inside the aircraft. My first reaction was to look up at the window; this was a mistake. The hydraulic fluid flowed all over my helmet and body, but luckily for me I had my clear visor down.

As the pilot carried out the emergency breakaway, he instructed the crew to go to 100% oxygen. We descended to the bottom of the air refueling block and then I read the amplified section of the Dash-1 for smoke and fumes elimination. Next, we descended below FL 250 and depressurized the aircraft to eliminate the fumes and odor of the hydraulic fluid.

We checked our systems over and found everything was operational except for the air refueling system. The pilot contacted the command post and informed them of our situation and requested permission to continue with the rest of the mission. The command post advised us that permission had been granted to continue the mission. The rest of the flight was relatively uneventful.

My advice to other crewmembers is that during all phases of flying every precaution should be taken to protect yourself. Hydraulic fluid is extremely harmful to the eyes, and I am thankful that I had my clear helmet visor down when we were refueling. If I had not, I probably would have suffered serious injury to my eyes. Remember, you have only two eyes and it makes a lot of sense to take every precaution possible to protect them.

HALL OF FAME

TACTICAL FLYING

OVER SEVENTEEN YEARS

916 AREFS, Travis	Sep '59

OVER SIXTEEN YEARS

97 BMW, Blytheville	Mar '60
19 BMW, Robins	Oct '60

OVER FOURTEEN YEARS

11 AREFS, Altus	Feb '62
301 AREFW, Rickenbacker	Jul '62
96 BMW, Dyess	Aug '62
449 BMW, Kincheloe	Aug '62

OVER ELEVEN YEARS

320 BMW, Mather	Jul '65

OVER NINE YEARS

92 BMW, Fairchild	Feb '67
55 SRW, Offutt	Jul '67
2 BMW, Barksdale	Aug '67

OVER EIGHT YEARS

319 BMW, Grand Forks	Dec '67
22 BMW, March	Feb '68

OVER SEVEN YEARS

42 BMW, Loring	Oct '69
93 BMW, Castle	Nov '69

OVER SIX YEARS

28 BMW, Ellsworth	May '70

OVER FOUR YEARS

7 BMW, Carswell	Mar '72
416 BMW, Griffiss	May '72
305 AREFW, Grissom	Aug '72
376 SW, Kadena	Nov '72

ICBM

OVER THIRTEEN YEARS

381 SMW, McConnell	Nov '63

OVER TWELVE YEARS

90 SMW, F.E. Warren	July '64
1 STRAD, Vandenberg	Sep '64

OVER ELEVEN YEARS

308 SMW, Little Rock	Aug '65

OVER SIX YEARS

341 SMW, Malmstrom	Apr '70

To gain listing in the Hall of Fame, a SAC unit must be accident-free for 48 months.

COMBAT CREW INDEX

1976

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Challenge of Safety .... Jan
Will to Live .... Jan
OPS Hazards .... Jan-Dec
Born to Fly .... Feb
Hydroplaning .... Feb
Safety is Everyone's Business .... Mar
Critical 11 Minutes .... May
Your Best Guarantee .... May
An Eight-Mile Free Fall .... May
Penetration and Landing .... May
Cobras in the Sky .... May
Breakaway .... Aug
Dry Lake Landing .... Aug
The Older I Get .... Aug
Driving Rodeo .... Aug
A Three-Letter Word .... Sep
B-52 Inflight Emergency .... Sep
Fly-in Safety Seminar .... Sep
One of the Finest Pilots .... Oct
Wing Low Sweet Chariot .... Nov
Habit Patterns Good or Bad .... Nov
Who Are You Calling Student .... Dec
Fireball on Final .... Dec

ICBM

Clear to Launch .... Apr
It'll Never Happen .... May
SELM Test .... Aug
Top Hand .... Oct

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Only a Couple Hundred Pounds .... Feb
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Hanger Flying .... Mar-June-July
When Do I Turn .... May
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Turbulence Technique .... Aug
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Helmet Visors at Altitude .... Dec

TITLE **MONTH**

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Time to Winterize .... Oct
Severe Weather Avoidance .... Nov

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Enlightened Species .... Feb
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Thirty Years for SAC .... Mar
Ours is an Honorable Profession .... Mar
Olympic Arena 76 .... Apr
Director's Safety Net .... June
Competition Highlights: OLYMPIC ARENA June
GIANT STRIKE VI .... June
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GIANT VOICE 76 .... Oct, Dec

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Safety Awards .... Oct

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Spirit of '76 .... Jan-July
Groopers Ride Again .... June
Engine Inflight Monitoring .... July
Diversity Our Specialty .... Oct
Automated Information Processing .... Nov
ASTRA .... Nov
PINS in Alaska .... Nov

FLARE

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